



Kathy Gix from Winston is one of 200 young people from around the state who have joined this summer's Youth Litter Patrol. The program is administered by the Highway Division and funded by purchase of custom license plates. Story on page 7.

Revenue package includes gas tax, registration hikes

Oregon's voters will again be given the opportunity to provide needed funds to rehabilitate the state's badly deteriorating highway system following the passage of HB 2140.

Now awaiting the governor's signature, the bill provides for a two cent per gallon gas tax increase, which would raise the state tax on a gallon of gas from seven to nine cents. The bill stipulates that it will face a vote of the people at the primary election next May.

Early, rough estimates indicate that the new tax, if approved by the people, will return \$37 million to the Highway Fund during the 1977-79 biennium. It also contains a provision to increase the weight/mile tax to keep it on a parity with passenger car fees.

Another bill which passed in the closing hours of the session, and is expected to add money to the Highway Fund, was HB 3261, calling for an increase in the registration fee of passenger cars from \$10 to \$20 per year. A \$20 registration fee is now paid every other year, but under the new bill, the fee will be paid every year. Senior citizens will

be able to register their cars for \$12.50 annually.

The bill also provides for an increase in the weight/mile tax, as registration fees for trucks were not increased by the bill. Early estimates indicate that the bill will bring \$44 million to the Highway Fund during the 1977-79 biennium. The law becomes effective in October.

A third bill in the highway revenue package, HB 3262, brings the weight/mile tax to a parity with fees now paid by owners of passenger cars. The weight/mile tax was not increased in 1967 when the gas tax was raised from six to seven cents. This is expected to add \$14 million during the biennium.

Under various provisions in the bills, activities previously funded out of the Highway Fund will now receive all or portions of their monies from the General Fund. These activities include state parks, State Police, and Travel Information.

HB2140 also provides that all ODOT highway user revenues shall be expended for highway reconstruction, rehabilitation, modernization, and maintenance before they can be used for new construction, with the exception of the completion of I-205.

Legislature increases ODOT budget

The Oregon Legislature approved a total budget for the Department of Transportation of \$532,406,139, an increase of 3.72 per cent over the governor's recommended budget for the 1977-79 biennium.

With one slight exception, the Legislature upheld the actions of Ways and Means Subcommittee 6, which spent more than a month and a half reviewing ODOT's budget request.

The subcommittee was chaired by Rep. Jack Sumner, D-Heppner. Vice-chairman was Rep. Sam Johnson, R-Redmond, and members were Senators Tony Meeker, R-Amity, and Betty Roberts, D-Portland.

The total budget figure includes monies from the Highway Fund, the General Fund and federal funds.

Following is a listing of the approved budgets for each division and the Parks and Recreation Branch, along with certain budget notes that substantially affect the unit's operation:

OFFICE OF THE DIRECTOR

The governor's recommended budget of \$18,269,371 was reduced by \$576,077, leaving an appropriation of \$17,693,294 for the new biennium. The amount is the total of \$1,289,857 in General Funds, \$16,212,699 in Highway Funds, and \$190,738 in federal funds.

The governor's budget request for 310 full-time equivalent positions was cut to 306.3 positions.

In specific action, the Ways and Means Committee:

- Approved the Supplemental Budget which deleted \$306,981 from the Director's Office through transfers and elimination

of positions, transferred four positions to Public Affairs, and eliminated the Policy Research Section by merging it with the Planning Unit. Net reductions totaled \$762,813.

- Reduced Services and Supplies in the Director's Office by \$30,000.
- Deleted two Student Worker positions in the Travel Information Office.
- Reduced Services and Supplies in the Travel Information Office by \$300,000, with a budget note that no less than \$400,000 will be spent for tourist advertising.

HIGHWAY DIVISION

The governor's recommended budget (excluding the Parks and Recreation Branch) of \$436,364,006 was increased to \$457,565,206.

The governor's request for 3,107 full-time equivalent positions was upped by 45 to 3,152 positions.

The subcommittee also:

- Added \$87,500 from the General Fund to finance the outdoor advertising control program. The budget for construction and real property purchasing was increased by \$5,836,250 in Highway Funds and \$16,909,750 in federal funds for projects carried forward from the 1975-77 biennium, and to reflect an improved federal match ratio for certain projects. Changed federal requirements also resulted in a reduction of local matching funds by \$1,825,500.
- Added \$193,200 to the Oregon Youth Corps budget, allowing 200 youths in the parks

cont. on page 3

Employees face benefit hikes

State employees will receive a 14 per cent salary increase and a number of benefit increases over the next biennium if the governor signs SB 5554 and employees ratify their collective bargaining agreements.

The bill allocates \$44 million for increases for agencies funded through the General Fund, and authorizes self-sustaining agencies (including most of ODOT) to expend funds for the increases. The benefits are included in collective bargaining agreements within individual agencies. Ratification voting for the OSEA and AEE contracts with ODOT should be completed by July 21, according to Gene Huntley, head of ODOT labor relations.

The salary increase package would include a 5 per cent increase for all employees effective July 1977, a 4 per cent increase effective April 1978, and a 5 per cent increase effective December 1978.

Monthly medical premiums paid by the state for each employee would jump from \$30 to \$38 effective July 1977 and \$49 effective July 1978. Dental premiums would increase from \$5 to \$6 effective July 1977 and \$7 in July 1978.

Benefits affecting a number of ODOT employees include an increase in per diem from the current \$25 per day to \$29.75, effective July 1977. Reimbursement for house-hunting costs (up to eight days) for employees who are transferred would also be increased.

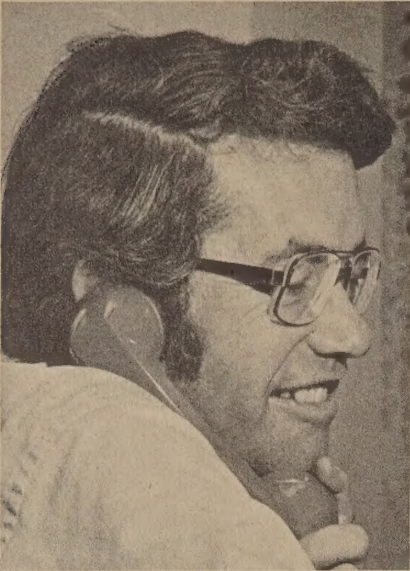
AEE has bargained for an increase

cont. on page 6



Gov. Bob Straub signs SB 16, an important mass transit bill, before members of the Legislative Transportation Committees. From left to right are: Rep. Max Simpson; Rep. Pat Whiting; Sen. Charles Hanlon; Straub; Rep. George Starr, and Transportation Commission Chairman Glenn Jackson. A legislative wrap-up on ODOT bills appears on page 2.

Director's corner



BOB BURCO

The successful passage by the Legislature of a package of bills, which would substantially improve our financial conditions, I am sure is heartening to all of us. But this is just the beginning of an effort now, to convince the public of our ability to use such resources wisely if the voters are willing to ratify the actions of the Legislature on a 2-cent gas tax increase.

Both our revenue sources and the services that we provide to the public are complicated matters, and it is important that all of us strive to understand these complexities, so that we can share some knowledge with those who ask us as to why we need additional money and what we would propose to do with it. I will personally make every effort to get around the state in the next several months to try to explain these matters to as many citizens as possible.

Although much of our programs has been designed around the need to rehabilitate the considerable mileage of rural roads in the state, it is still likely that those are the geographic areas where we are the least likely to be understood. Therefore, we must make a special effort to explain to people on the Coast and in Eastern and Southern Oregon why additional revenues are needed to sustain the statewide highway program.

Federal legislation developing

At the same time that we have realized some successes in the Oregon Legislature, we are moving as well in our efforts to develop possible federal legislation, aimed at increasing the funding for primary, secondary and urban highways, and keying in on the extensive rehabilitation needs of these systems. Recent contacts with our congressional delegation have been particularly helpful in this regard.

The willingness of Oregonians to pay a substantial part of the cost will, I think, demonstrate to the federal government sufficient commitment for Congress to seek to match our own efforts.

Congressman James Howard, chairman of the House Surface Transportation Subcommittee of the Committee on Public Works and Transportation, will be visiting us in Oregon during July. We hope to acquaint him with some of the issues and potentials of transportation in the state. We have had unique opportunities in recent weeks to meet with the Secretary and Under Secretary of Transportation, the latter in Portland, and we are beginning to develop considerable rapport with the new administration. I believe they are sympathetic to our concerns.

Now, if we can translate the potentials that these new flexible funds might allow into a healthy morale for the department, I hope that we can swiftly move ahead to a renewed commitment to meet the needs of the state in many areas of our transportation program.

While much work remains to be done, the ending of the legislative session has left us with the opportunities that we need to rekindle public support and to reestablish vital programs.

OH, DOTTIE!

by Priem



"Our office budget was cut 15 per cent!"

Via

OREGON DEPARTMENT OF TRANSPORTATION

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ODOT bills receive mixed legislative response

By Max Klotz

At approximately 3 a.m., Monday, July 5, the Fifty-Ninth Oregon Legislative Assembly became history.

Much of the legislative action will have an impact on ODOT, its divisions, and its employees, and is impossible to cover it all here without using this entire issue of VIA. Therefore, I have confined my comments to a few bills that directly affect ODOT.

SB 1009

Requires out-of-state residents to pay an additional \$2 per night for campsites and trailersites in Oregon State Parks. Passed both Houses.

SB 16

Authorizes ODOT to enter into contracts to promote and develop public transportation services. This is to help meet the need for an integrated transportation system in which representatives of each mode, such as air, bus, and rail, is encouraged to coordinate with other modes to meet the public need. The bill also changes the name of the Mass Transit Division to Public Transit Division. Passed both Senate and House and has been signed by the governor.

SB 229

Would have authorized some housekeeping actions within ODOT's

organization, and elevated Parks and Recreation to full division status. The bill never came out of the Ways & Means Committee.

SB 232

Would have made it illegal to drive over a mountain pass without tire chains on the vehicle if "chains required" signs were posted. It did not come out of the Senate Transportation Committee.

SB 233

Would have made use of studded tires illegal. It was tabled.

SB 234

Cleans up and standardizes the existing laws concerning truck sizes and weights. The bill passed both Senate and House.

SB 235

Grants additional authority, including power of arrest, to the Highway Division weighmasters. The bill passed both House and Senate.

SB 287

Revises the existing mandatory motorcycle helmet law to apply only to riders under 18 years of age. This passed the Senate and House.

SB 392

Would have required public agencies to contract out some work presently being performed by agency

maintenance personnel. This could have caused the Highway Division some big headaches, but did not pass.

SB 452

Creates a Winter Recreation Advisory Committee within ODOT to advise the Transportation Commission regarding the removal of snow from winter recreation parking areas. Calls for a \$1 daily fee or a \$5 annual fee for parking permits in these areas. This bill passed both Senate and House.

SB 578

Would have eliminated the controversial High Occupancy Vehicle Lane experimental demonstration project on the Banfield Freeway in Portland. The bill passed the Senate but was tabled in the House.

SB 598

Requires ODOT to prepare a report on the condition, location, approximate size, approximate number of interments and person(s) responsible for the operation of cemetery in Oregon. This report is to be given to the next Legislative Assembly. \$50,000 is appropriated from the General Fund for this purpose. The bill passed both Senate and House.

HB 2537

Would have authorized ODOT to

enter into agreements with communities and air carriers to promote, finance, design, preserve or improve any intrastate air commuter system. It failed in the Senate.

HB 2684

Transfers to ODOT the functions and duties of the Traffic Safety Commission, which had been under the governor. This bill passed both Senate and House.

HB 2685

Transfers the functions and duties of the Travel Information Council to the Oregon Transportation Commission. It passed both Senate and House.

HB 3085

Requires that 24 per cent of the automobiles registered in the Portland Metropolitan Service District be registered for a 12-month period instead of 24 months. This bill would be in effect for the calendar year 1978 only. The purpose of this act is to even out the heavy emissions testing workload DEQ is experiencing every other year. This bill passed both Senate and House.

HB 3238

Corrects some inequities and problems in the new Motor Vehicles Code passed by the previous Legislative Assembly. The bill passed both Senate and House.

Budgets...

cont. from page 1

program and an additional 100 in the Highway Division.

A budget note requested the division to transfer its mineral rights in a parcel of land located within the Food Processing Park to the Port of Morrow.

PARKS AND RECREATION BRANCH

The governor's recommended budget of \$24,528,717 was reduced by \$8,241 to \$24,520,476.

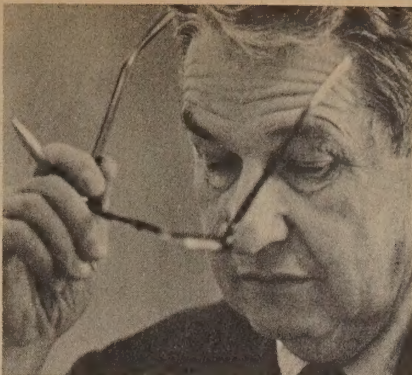
The governor's request for 466.5 full-time equivalent positions was approved.

The subcommittee increased the



REP. JACK SUMNER

General Fund appropriation by \$3,610,000 to a total of \$5,700,000, with the restriction that the funds are to be used for operations, not acquisition or construction. Park site



REP. SAM JOHNSON

acquisition requests were cut by \$58,375, while construction funds were increased by \$550,000. A special \$500,000 grant-in-aid program was established to assist local governments in park development.

Three budget notes were attached:

- When a park is developed off the state highway system, the branch is directed to review the fiscal impact on local government, including methods of reimbursing local government for increased maintenance, capital outlay, and operating costs.
- All acquisitions not specifically budgeted shall be financed through sale of excess property.
- Parks is instructed to provide funding for the Tugman Park sewer system.

MOTOR VEHICLES DIVISION

The governor's recommended budget of \$26,933,553 was reduced by \$132,529 to \$26,801,024.

The governor's request for 672 full-time equivalent positions was increased by one.

Using the zero-base format, the subcommittee deleted the last nine priority items, reducing the use of Highway Fund resources by \$214,965.

The subcommittee approved financing for two previously authorized but unfunded actions: collection of the Multnomah County fuel tax, with costs to be reimbursed by the county, and establishment of a Highway Permit Office in the East Portland office. Cost of these two items is \$82,436.

Three budget notes were attached by the subcommittee:

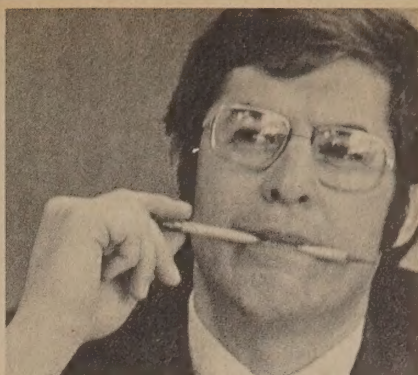
- The Executive Department was requested to perform a management analysis on all



SEN. BETTY ROBERTS

collection and disbursement of highway-related revenues, and to report its findings to the 1979 Legislature.

- The Legislative Fiscal Office was



SEN. TONY MEEKER

instructed to analyze all draws or transfers from the Motor Vehicles account.

- The Motor Vehicles Division was authorized to rearrange priorities and substitute different reductions during the biennium so long as the changes total \$214,965 and two positions.

MASS TRANSIT DIVISION

The governor's recommended budget of \$3,500,519 from the General Fund was reduced by \$676,000 to \$2,824,519. A request for \$920,981 in federal funds was approved.

Some \$300,000 was appropriated to the Emergency Board as subsidies for intercity bus and air routes, with allocation to be made on the basis of specific proposals or projects.

The governor's request for 10 full-time equivalent positions was reduced by one.

The subcommittee also:

- Deleted a proposed \$25,000 special transportation study.
- Reduced \$200,000 from the request for Urbanized Areas Capital Assistance.
- Cut \$15,000 from the request for Urban and Rural Area Assistance; and directed that programs be extended to rural areas with more flexibility.
- Increased the budget for Urban and Rural Operating Assistance by \$40,000 to allow a potential grant to Columbia County.

AERONAUTICS DIVISION

The governor's recommended budget of \$2,030,639 was increased by \$50,000, with \$149,000 earmarked for aid to municipalities. Nearly \$100,000 was cut from the request for operations.

One full-time equivalent position was cut from the governor's request for 17.25 positions.

The subcommittee did not approve the transfer of a planner position from the Office of the Director. Addition of a secretary and a civil engineer was approved, but no funding was provided.

Proposed transfer of \$50,000 from the Aeronautics Division to the Public Utility Commissioner for regulation of third level air carriers was deleted.

Small Safety Branch provides vital services

Editor's note: The following article is part of a continuing series describing the different divisions, branches and sections of ODOT.

"We may be small, but we have a big impact on this agency," says ODOT Employee Safety & Health Branch's Ray Stose and Lionel Trommlitz.

Stose, branch head, and Trommlitz, safety officer, are involved in everything ODOT does, from checking drivers' licenses of potential employees to making inspections and conducting safety classes.

The Safety Unit was established more than 20 years ago in the Highway Department, and took on all ODOT safety work as the Employee Safety & Health Services Branch.

A variety of safety and health courses are taught by Stose and Trommlitz. They include defensive

driving, first aid and cardio-pulmonary resuscitation. Stose has implemented the first agency-wide program to teach the CPR technique and more than 500 persons have taken the course.

ODOT's safety unit is the first established by an Oregon state agency and it is among the first in the nation to have trained maintenance and parks employees in both first aid and CPR.

Improved accident record

Stose also has taught CPR classes for other agencies and George Wolnez, director of the State Safety & Fire Prevention Programs, has said Stose's cooperation is "of benefit to all concerned."

The branch's defensive driving course has resulted in an excellent accident record for the large Highway Division fleet, according to Trommlitz. Since 1968, when the course was started, accidents have

dropped from about 12 per each million miles driven to four per million miles.

Stose and Trommlitz have administered the Occupational Safety & Health Act guidelines since 1970, and keep up with other changes in employee safety rules through their association with the American Society of Safety Engineers and the Western States Highway Safety Supervisors. They will host the WSHSS conference in Salem July 12-14.

Working with regional safety officers, the safety experts conduct inspections so equipment will meet state and federal standards, audit preliminary plans for construction projects and oversee noise, gas level, vision, and other tests.

Stose and Trommlitz recently assisted in setting up a safety review board for the Motor Vehicles Division and have started working with the Aeronautics Division in meeting guidelines set up by the Workmen's Compensation board. They also assist cities and counties in Oregon with safety programs.

Award recognizes safety record

Safety really does pay off.

The Highway Division recently received a dividend check for nearly half-a-million dollars from the State Accident Insurance Fund as a result of the division's excellent safety record.

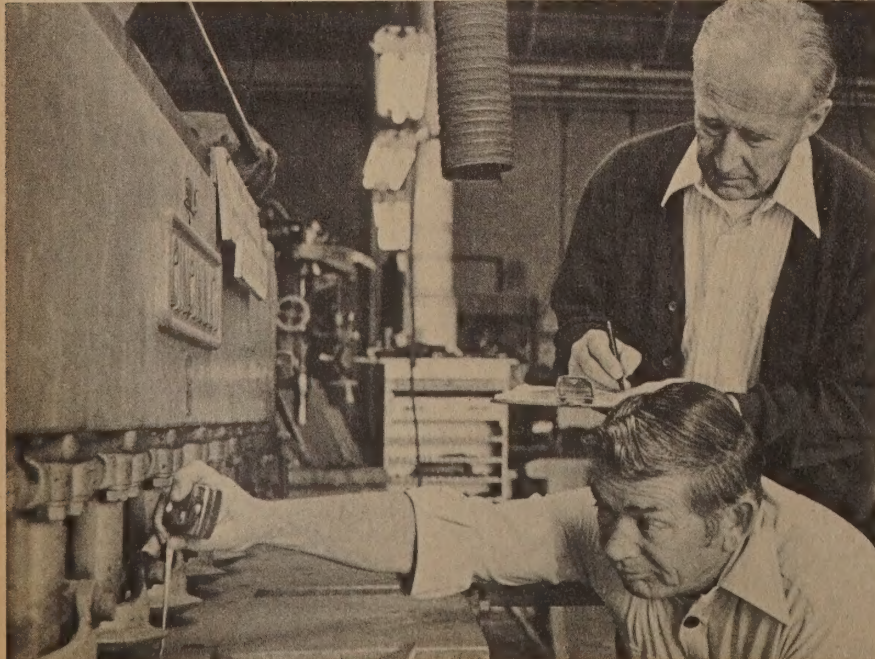
The amount of SAIF premiums paid each year are determined by an agency's ratio of claims to losses over the previous three-year period. If the cost of claims is less than anticipated, the agency receives a refund.

This year only 26 per cent of the Highway Division's \$1,386,466 in premiums was spent by SAIF on accident claims. This claim/loss ratio is the best on record for the division, and is considerably better than the 39.9 per cent average for the 17 other large state agencies.

Ray Stose, head of ODOT's Safety and Health Services, said this is especially good because the Highway Division has a higher hazard potential than most other agencies.

Fred Klaboe, chief of operations, commended employees and the Safety Section for the excellent safety record. "I congratulate everyone on their efforts to create a safe working environment," he said. He was pleased to see such tangible results for employees who "are really trying hard. I'm confident we can keep up the good work."

George Fowler, SAIF district manager who presented the dividend check, commented that he was quite impressed with the Department of Transportation's interest and willingness to participate in safety programs.



Ray Stose (below) and Lionel Trommlitz measure clearance to assure that fingers cannot be caught in this brake machine in Salem's sign shop. The Safety Branch makes safety checks on most machines used by the Highway Division.

Silver Falls Ranch water hooked to chlorination

The Ranch facilities at Silver Falls State Park should be reopened to the public the weekend of July 15-17.

That's the date John Lilly, park manager, hopes to have the buildings connected to the chlorinated water system which serves two youth camps in the park.

The Ranch buildings were closed June 15 after persons who had stayed there the previous weekend became ill. State health officials inspected the Ranch water system, which was being fed from an underground spring. Though no impurities were found in the system, the Parks Branch decided to switch the water over to the chlorinated system as a precautionary measure. The cause of the illnesses has never been determined.

Lilly said that hooking up to a chlorinated system is being done "both for public peace of mind and as a matter of agency responsibility. We're responsible for offering the safest facilities possible." Dave Talbot, state parks superintendent, said a changeover now would help safeguard against possible water problems in the future.

Conservation necessary

The chlorinated system which will supply the Ranch buildings and youth camp for the rest of the summer is fed from a well with limited water capacity. Lilly said the additional drain on the youth camp water system, coupled with the lack of rains during the past year, means "we will have to require that people using those facilities exercise severe water conservation."

The Parks Branch is currently drilling a new well, with a much larger water capacity, to supply both youth camps and the Ranch buildings. Plans for the new well were underway long before the Ranch facilities were closed. Lilly said the well should be operating sometime this fall.

By chance, closing the Ranch facilities for one month has not inconvenienced any groups planning to use the facilities. A group which had scheduled the Ranch for six weeks canceled before the buildings were closed, and the Parks Branch had not yet filled the vacancy. The next reservation for the Ranch buildings is August 1, though Lilly said many groups are on a waiting list to use the buildings when they open.



Jim Adams (right) of the state Health Division tests water from the faucets at Silver Creek Falls State Park with John Lilly, park manager. Tests found no impurities in the park's water supply.

Operations Branch undergoes staff changes

Several organizational appointments within the Operations Branch were announced June 3 by Fred Klaboe, chief of operations.

Organizational changes were announced during April and complete implementation of the plan took place July 1.

In April, Larry Rulien was named assistant director for Transportation Policy and Program Development. He will be replaced as head of the Project Management and Operation Planning Section by Dave Moehring.

R. L. Schroeder has been named head of the Maintenance Section until Moehring returns to that position. Rulien's, Moehring's and

Schroeder's assignments are for 24 months.

Additional rotations in the Project Management and Operations Planning Section include appointment of Bill Tebeau as supervisor of Operations Planning. He replaces Bob Royer who has been assigned to Region 2 as region construction engineer. Royer replaces Gerald Wimer who has been named project development engineer. Wimer replaces George Hopkins who has taken a permanent assignment as field construction engineer in the Construction Section.

E. S. Hunter was named manager of the Technical Services Section of operations, with responsibilities over

Materials and Research, Right of Way, Environmental, Structures and Engineering Sections.

John Jenkins heads the Materials and Research Section and J. H. Versteeg has been named head of the Engineering Section, which combines the staff and duties of Road Design Section, headed by Frank Terpin; Preliminary Design Unit, headed by Adrian Olson; Final Design Unit, headed by D. O. Christensen, and Traffic Support Services Unit, headed by L. E. George.

Right of Way, Environmental and Structures Sections have not been affected by the changes.

Region 5 crews adjust to drought, distance

In Region 5, it's a long way to anywhere.

"The thing that makes work—either maintenance or construction—harder in Region 5 is the distance between towns," says W.E. (Pat) Schwartz, region engineer.

The region with 6 per cent of the state's population has more than 25 per cent of the lane miles in the state highway system and takes in 40 per cent of the state's land area.

Schwartz, who has also worked Regions 2, 3 and 4, says Region 5 has most of the same problems that the other regions have, but without the population.

Cities growing

Hermiston is a rapidly-growing part of Region 5, according to Schwartz, and that area is experiencing the traffic problems which accompany increased population. Ontario too, is changing from "a quiet little cow town to a busy little city."

While La Grande, Pendleton and Baker are showing more moderate growth, those cities are not expected to face traffic and highway problems in the near future.

This summer crews will be busy with overlay projects throughout the region, Schwartz says. However, no major projects are planned.

Region 5 crews also are engaged in location work for the I-82 projects, which is still the only sizable project on the books for that area. The I-82 plan is for 10-15 miles of interstate highway through the Hermiston area in Oregon and into Washington to the Tri-Cities area.

Schwartz recently returned from a

trip through Malheur, Harney and Wheeler Counties and expects drought conditions to have some effect on paving and grading projects later in the summer.

Eastern Oregonians are getting more involved in hearings for public projects, but Schwartz says attitudes there are that hearings delay rather than help projects.

"People here still have respect for government and the people who work for government and they say, 'let's get on with it instead of talking,'" the region official says.

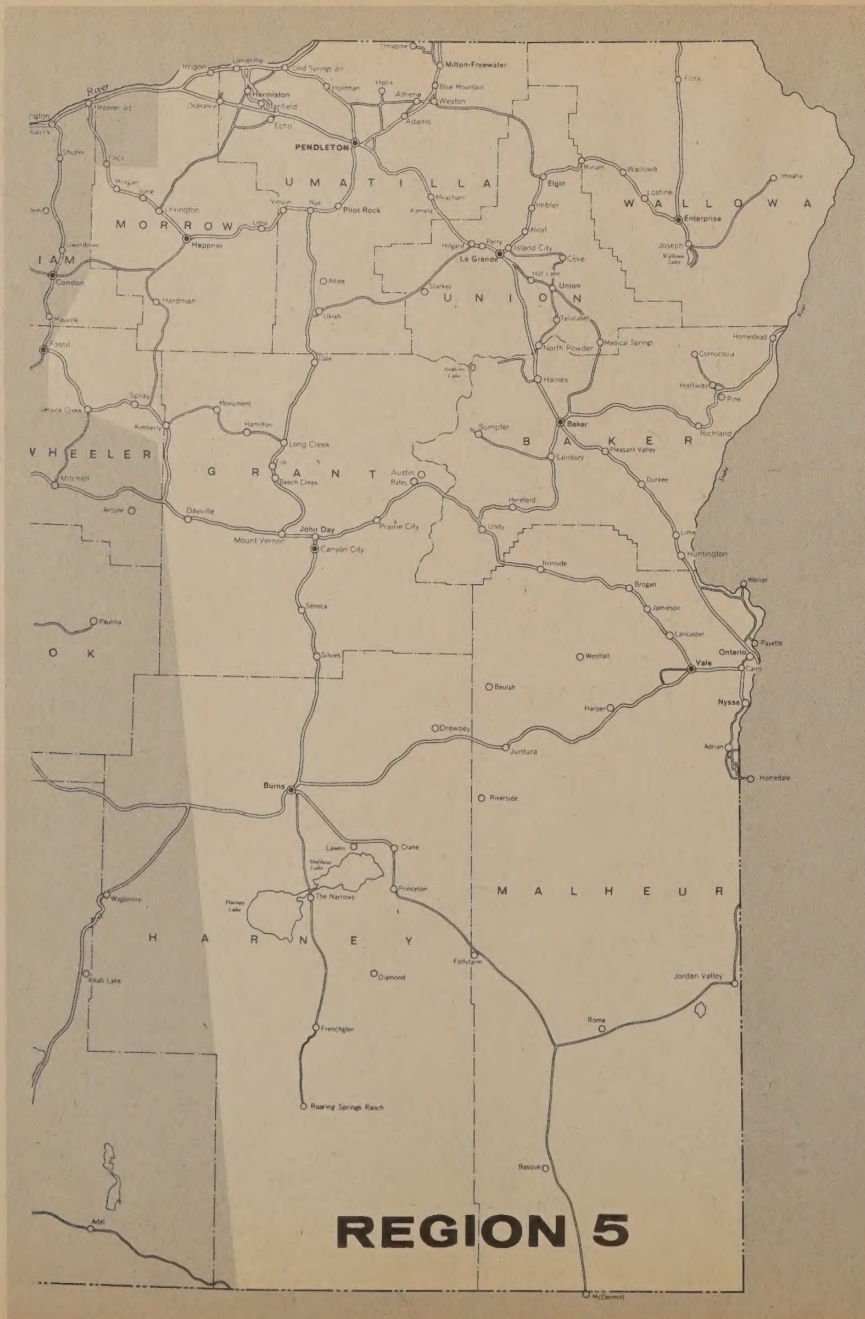
The future for Region 5 will include more of what is being done today. "We will continue with what we are doing now—relatively small projects on existing highways. We have highway work that needs to be done, and if we are able to get more funding for primary and secondary areas, we should have a lot of work to do," says Schwartz.

Grover elected

Harold L. Grover, administrator of the Motor Vehicles Division, has been elected third vice president of Region IV of the American Association of Motor Vehicle Administrators. Grover was elected to the post at the AAMVA regional conference in Denver in May.

His election to regional office means Oregon will host the western region conference in the early 1980s.

Region IV includes the 13 western states, plus British Columbia, Saskatchewan, Alberta, Yukon, and Northwest Territories in Canada.

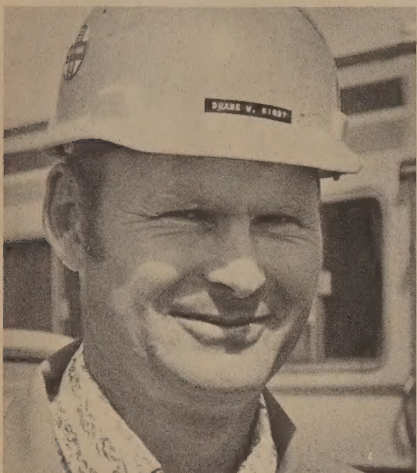




Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

Roadside litter barrels are being misused by some Oregonians who use them to dispose of household refuse. How do you think this problem should be handled?



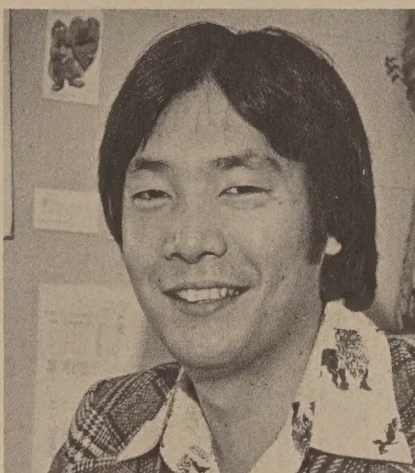
DUANE KIRBY, HWY
Bridge Inspector, Roseburg

There is no simple solution. If there were, we wouldn't have this problem now. One suggestion might be to put decals on litter barrels, warning against using them for household garbage. The other is to use the news media, such as television and newspapers, to educate people.



LANAE ANDERSON, HWY
Clerical Assistant, Salem

I think the only thing we can do, if people are going to abuse them, is to take them out.



ROSS YAMASAKI, HWY
Right of Way Agent 2, Portland

It is the type of law which is difficult at best to enforce. Once somebody is caught and convicted of dumping home garbage in litter barrels, there should be a mandatory fine and perhaps provisions for sentencing offenders to work on Highway Division litter patrols for a certain period of time.



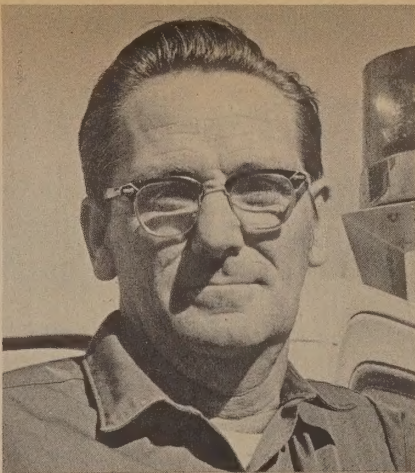
HOWARD THOMAS, HWY
Office Manager, Milwaukie

If barrels are put out and are filled with home garbage, they should be removed. Maybe we could keep them in isolated areas and if they are overrun, we could remove them. It is an excellent idea as far as litter control is concerned, but if the public is going to abuse it, the barrels should be taken out.



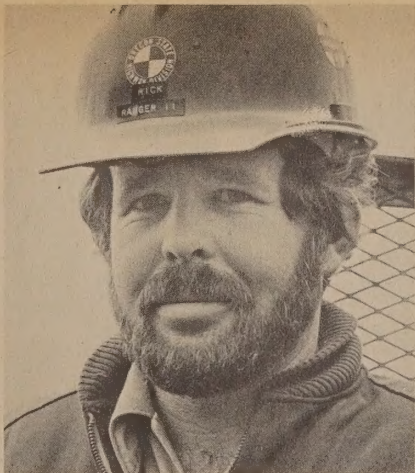
JOE HUBLER, MVD
Representative 4, Bend

I think we should continue to service litter barrel areas and continue to try to educate the public about the proper use of the barrels.



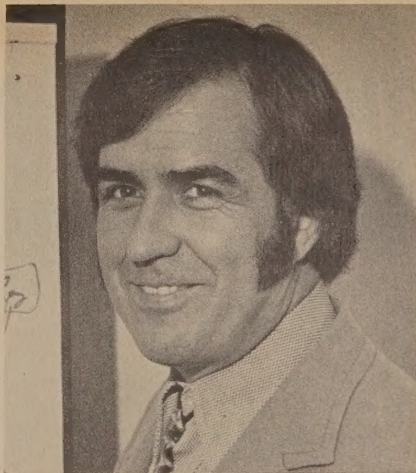
RICHARD TABOR, HWY
Supervisor, Burns

I don't believe there is any solution outside of removing all litter barrels. I think there should be a law for using them for home refuse and when a person is caught, they should be prosecuted to the full extent of the law. After all, the taxpayers are paying to dispose of their refuse. I pay for removal of my own home garbage and I don't want to pay for someone else's.



RICK BAUMAN, PARKS
Ranger 2, Devil's Lake

Roadside barrels should be removed if they are misused as they are in this area. As far as barrels in the parks, they are being misused, but we can't remove them. When the barrels are full, people throw trash on the ground and they should be cited for littering.



DAVE SALSBERY, ADMIN
Fiscal Manager 3, Salem

The policy of removing litter barrels which are a problem probably should be continued. However, there is the possibility that a few people creating the problem will dump their garbage along the road.

GEORGE SILER, HWY
Supervisor, Hermiston

We've had constant occurrences of people dumping residential garbage, including bird and fish entrails, in and around litter barrels. I believe the littering law should be revised to include the misuse of state highway litter barrels. When people are caught misusing the barrels, they should be subject to a fine the same as people who litter.



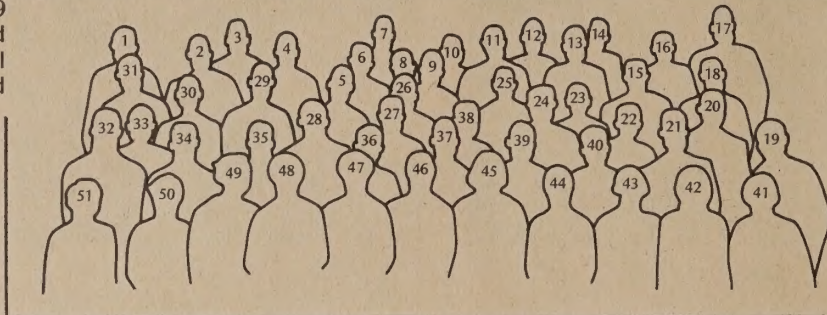
JUDY ANDERSON, HWY
Info Center Guide, Klamath Falls

I don't know that there is really a solution. I think people will do it no matter what. Maybe it would help if the crews that pick the barrels up could change the placement of the cans every few days. I'm glad people are putting the garbage in the cans and not just throwing it along the highways.

Way Back When ...



The Highway Department's 1929 engineering staff was photographed on the east steps of the old Capitol Building. Employees are identified below.



1. Lloyd Gregg
2. Glenn S. Paxson
3. Lewis P. Campbell
4. Charles Witter
5. Watson Townsend
6. E. A. Collier
7. Hugh Adams
8. Webb Mormon
9. Roy Klein
10. C. B. McCullough
11. W. D. Clarke
12. N. M. Finkbiner
13. John Beakey
14. Orrin Chase
15. Bert Simpson
16. Joe Webber
17. Marla Richmond
18. Ivan Merchant

19. B. O. Shucking
20. E. R. Laube
21. Lee Parsons
22. Ralph Eggstaff
23. Theodore Rowland
24. J. S. Sawyer
25. Joe DeSouza
26. E. A. Skelley
27. Luke Shields
28. C. T. Hoover
29. Roy Hollenberg

30. Art M. Johnson
31. Frank Mercer
32. James McFarland
33. Glen Yeager
34. Jack McCallister
35. Claude Darby
36. Virgil O'Neil
37. Carl Schneider
38. Jack Nash
39. Ed Thayer
40. J. C. Chapman

41. Caroline Lucas
42. Dorothy Scheaffer
43. Ruth Givans
44. Esther Hansen
45. Emma O. Hinz
46. Esther Rickey
47. Ruth Tibbets
48. Margaret Rosecrans
49. Alice Falk
50. Alice Putnam
51. Helen Ingrey

Bridge work to be filmed

A contract to film construction of the I-205 bridge across the Columbia River has been awarded to Odyssey Productions, Inc. of Portland.

The contract provides for a "film record" of the bridge construction, from which three separate films will be made:

- A 20-minute film for a technical audience on the substructure work;
- A 20-minute film for a technical audience on the superstructure;
- A 45-minute film for general audiences on the overall construction.

A selection committee interviewed six applicants for the contract, and unanimously chose Odyssey Productions, Inc., whose bid was \$92,938.

The Federal Highway Administration will participate in the project with 92 per cent funding.

Benefits...

cont. from page 1

in miscellaneous moving costs for engineering and allied employees of up to \$700. On the other hand, OSEA worked for an extra eight hours paid leave for each employee covered under its contract.

Maintenance employees working swing and graveyard shifts would be affected by an increase in shift differential from an extra 18 cents per hour to 19 cents effective July 1977 and 21 cents effective July 1978.

Salary levels of certain selected classifications would be upgraded under the new contracts. These include: accounting clerks 1 and 2, motor vehicle representatives 1 and 2, park historian, custodial worker 1, and agronomist 2.

One provision which may call for a special election with secret ballots is a fair share clause in the OSEA contract. This clause would require all employees in the bargaining unit to pay OSEA dues regardless of whether they are members of the organization. It is as yet undetermined whether law requires this to be a separate election or simply part of the ratification vote of the OSEA contract. AEE has no such fair share clause in its proposed contract.

Albany greenhouse saves money—and image

The "pansy crews" needed a new image, according to Ralph Amundsen, so he went about making them one.

That "pansy crew" moniker was hung on highway landscape crews years ago, says Amundsen, a recently retired maintenance supervisor. But before he hung up his hoe, Amundsen created a thriving shrub-growing operation near the Albany Highway Division maintenance building.

"I wanted to change the image of the pansy crew by helping workers develop an interest in what they were doing," he says. "In spite of the bad publicity, there really is more to landscaping than people think. Anybody with half a brain can throw a plant in the ground, but it takes more than the average knucklehead to work on a landscape crew," Amundsen says.

Expert on Shrubs

In a 12x20-foot greenhouse, Amundsen and his five-man crew have grown thousands of ornamental shrubs from cuttings and planted them throughout District 4. The plant collection includes boxwood, ivy, juniper, Portugese laurel, heather, dogwood, wax myrtle, corkscrew willow, domestic Scotch broom, shore pine and dozens of other species.

Once past the rooting stage, the plants are transferred to an abandoned stockpile site near Crabtree, where they grow until transplanted along the District 4 highways.

Since he took on the project, Amundsen has become something of an expert on ornamental shrubs and their cultivation. He was a

jack-of-all-trades during most of his 30 years with the Highway Division and now says he wishes he could have spent his whole career in landscaping. He reads widely about the art and tries out what he learns on his own yard in Lebanon.

"The more you know about landscaping, the more you want to know," the enthusiastic retiree says.

The greenhouse project has provided thousands of dollars worth of plants for District 4 landscaping and Amundsen thinks other crews might try such a program as a money-saving measure. However, he suggests buying small shrubs and raising them to useful size rather



Ralph Amundsen created a shrub-growing project with his landscape crew before retiring as foreman.

than rooting cuttings.

Besides their greenhouse work, the landscaping crew keeps busy with the usual weeding, pruning and planting duties on roadsides in the district.

Has the grow-it-yourself shrub project accomplished its purpose of giving dignity to the "pansy crew"?

"Ahh, yes," Amundsen says. "Of course, they wouldn't say, but I can tell by the way they work. They're more diligent."

She's involving Portlanders

Laurie Oseran has been chosen public participation specialist for the Highway Division's metro region. She is responsible for public information and citizen involvement in the often-controversial projects in the Portland area.

Oseran, 27, calls herself "a native Oregonian," though she was born in Seattle. She grew up in Portland, then attended Boston University, where she received a bachelor's degree in English and a master's in Public Communications.

She has worked in public involvement and planning with a neighborhood development organization in Portland, a planning agency in San Francisco, and most recently, with the California State Medical Association.

After just a week of orientation to her new job, Oseran was anxious to "get things going." She sees "cooperation with all agencies involved in transportation" as one of her goals. "Portland is very concerned with preserving what we've got," she says.



LAURIE OSERAN

Youth Litter Patrol hits Oregon state highways

Some 200 Oregon teenagers have taken to the highways this summer and are leaving plastic bags of trash in their wake.

Young people hired through the Youth Litter Patrol are routing refuse out of the state's roadsides through a program established by the 1971 Legislature.

Administered through the Highway Division's Maintenance Section, the Youth Litter Patrol employs 200 young people aged 16 to 21 at \$2.69 an hour from June to September. They patrol state highways, picking up litter, bagging it for regular maintenance crews to pick up, and learning a lot about litter.

No ODOT funds

Ken Karnosh, office engineer in the Maintenance Section, says the Oregon Department of Transportation is solving a visible pollution problem without expending maintenance funds. The program is funded through purchase of custom license plates and will utilize a budget of \$300,000 this year.

Throw-away food containers form the bulk of the litter collected by the patrol. Karnosh says since young

people often are the biggest generators of litter, those employed in the program might think twice before heaving a wrapper out a window.

Most highways covered

Litter on heavily traveled highways in the Willamette Valley and the Portland area is picked up several times during the summer, and nearly every other state highway is covered once a summer.

Among the benefits of the program, Karnosh says, is the positive feeling the public gets that something is being done to keep the state's highways clean.

Boy Scouts volunteer to gather litter

John Gunter, District 11 engineer in Klamath Falls, worked with local Boy Scouts who recently volunteered to pick up litter along the Klamath Falls-Malin Highway.

The Scouts, lead by Ray Kolb, collected litter along the Klamath Falls East Side Bypass June 4. Few groups volunteer to pick up debris along the state's roads, according to Dave Moehring, maintenance engineer. The Youth Litter Patrol, which pays young people to pick up litter, was established in 1971 and since then, there have been few volunteers.

Gunter worked with the group and issued a permit allowing the boys to work along the highway.

May, June claim 5 highway men

Don Hunter, a Baldock maintenance employee who retired in December 1976, died May 29 after suffering a heart attack.

Hunter had joined the Highway Division in 1968 and lived in Wilsonville.

Don Stout, a former highway maintenance worker 2, died May 31 in Ontario.

He had worked for the Highway Division in Ontario from 1960 to 1972.

Bill Brady, sign foreman for the Highway Division in Eugene, died June 1 in Springfield.

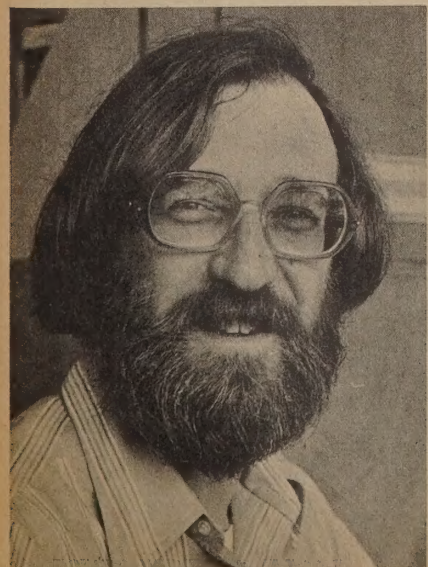
He joined the department in 1953 as a maintenance worker 2.

Jim Eiguren, a retired maintenance worker 2 in Basque and Jordan Valley, died June 11.

He retired in 1972 after 10 years with the Highway Division.

Harold Beachy, former bridge engineer in Salem, died of cancer June 17 at the age of 42.

He joined the department in 1953 as an engineering aide, became bridge engineer after graduating from Oregon State and resigned from the Highway Department in 1969 to take a job with Oregon Bridge Engineering Company in Springfield.



PHILLIP MOSSHOLDER
Programer Analyst



Wolf Creek Tavern looks essentially the same as it did when U.S. President Rutherford Hayes stayed there while traveling through Oregon in the 1880s.

1880s stagecoach tavern awaits restoration funds

The State Parks Branch has officially opened Wolf Creek Tavern, a historic landmark of the 1880 stagecoach era, for public tours.

The building and grounds, located along I-5 20 miles north of Grants Pass, has been under parks' ownership for two years. The tavern has been in almost continuous use as a way stop inn, but the Parks Branch closed it for restoration after the purchase. Rather than let the tavern stand idle another summer awaiting restoration funds, the Parks Branch decided to do what it could to make the tavern/inn available for public viewing this summer.

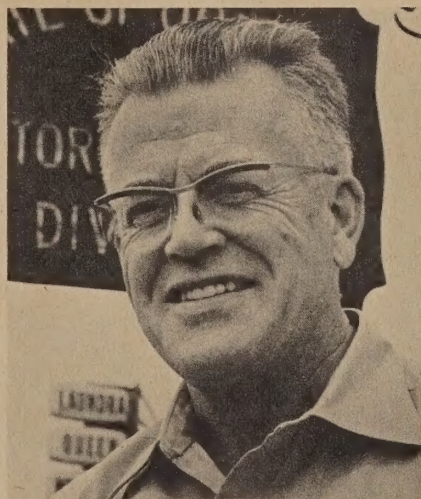
Efforts so far have involved general cleaning of the building and three surrounding acres, and replacing the roof. Kathy Straton of the Historic Preservation Section has displayed a temporary exhibit and a brochure describing the tavern's history. A guide and caretaker has also been hired for the summer.

More extensive restoration is planned for later this year, depending upon availability of federal funds. Work would involve restoring the building in its separate historical stages, and refurbishing it so that a concessionaire could provide food, beverages, and meeting and overnight accommodations. The restoration work on the building and grounds is estimated to cost \$635,000.

The Parks Branch hopes to receive that sum through an Economic Development Administration (EDA) Public Works grant recently applied for. Dave Powers, parks' preservation architect, said Wolf Creek Tavern is listed fifth on the state's priority list for EDA grants. "This is a nice project for EDA," he said. "It will create 40 construction jobs (for the restoration), and around 10 permanent full-time jobs for operation (of the tavern)."

The few existing records of Wolf Creek Tavern shed little light on the date or circumstances of its construction. Research indicates it was built between 1868 and 1873 and was operating in the mid-1870s as a way station for the stages that stopped daily enroute to Portland and Sacramento. Its design was common in the East from colonial times to the Civil War.

Veterans join retiree ranks



LOUIS HESSEVICK
15 Years

Several Department of Transportation employees have retired recently.

New retirees are:

John H. Westfall, Box 292, Hines, maintenance worker 3, 36 years.

Clinton E. McIntosh, Rt. 3, Box 3737, La Grande, heavy equipment mechanic 1, 35 years.

Mildred T. DeArmond, 1230 Chemeketa NE, Salem, clerical specialist, 30 years.

George E. Wright, 5756 Leland Dr., Klamath Falls, maintenance worker 3, 26½ years.

Helen Worrall, Motor Vehicle representative 2, The Dalles, 19½ years.

Louis Hessevick, Motor Vehicle representative 3, Lebanon, 15 years.

Eileen M. Taylor, administrative assistant, Salem, 15 years.

Employees on the rise

The following ODOT employees received promotions during June.

CONGRATULATIONS!

Adam F. Brooks, HWY, maintenance worker 1 to maintenance worker 2, Ontario.

Devere H. Cabe, HWY, maintenance worker 3 to maintenance supervisor 1, Albany.

Laura Cade, MVD, clerical assistant to clerical specialist, Salem.

Joan Druliner, MVD, clerical assistant to secretary, Salem.

Thomas A. Jesse, PARKS, aide to ranger 1, Silver Falls State Park.

Phillip P. Mossholder, ADMIN, senior programer to programer analyst, Salem.

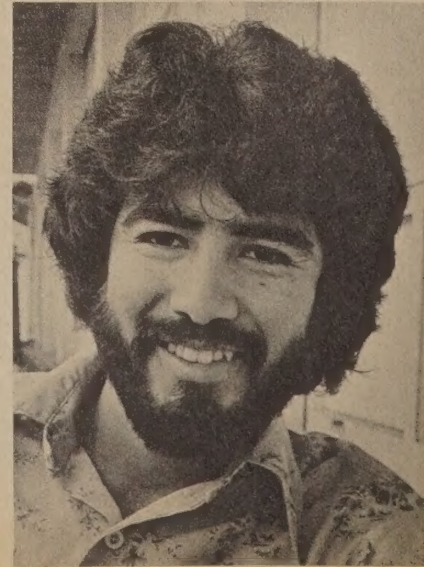
Veneda O'Neill, MVD, clerical assistant to clerical specialist, Salem.

Joe Perez Jr., MVD, clerical assistant to laborer 1, Salem.

Fred G. Ritter, ADMIN, programer analyst to systems analyst, Salem.

George P. Sackinger, HWY, maintenance worker 1 to maintenance worker 2, Ontario.

Kenneth W. Ziemer, HWY, maintenance worker 2, Milwaukie, to heavy equipment mechanic trainee, Salem.



JOE PEREZ JR.
Laborer 1

Vinita Howard

Carrying MVD's word to lawmakers and motorists

By Jo Ann Kirby

Vinita Howard's code is "keep it simple."

And quite simply, as Motor Vehicles Division's legislative liaison, she resents being required to register as a lobbyist.

The information officer is finishing her fifth session as MVD information source for legislators and says she doesn't consider what she does as lobbying. "I try not to be too much involved in being an advocate," she says. "I provide legitimate information and analysis of the impact legislation would have on the division's programs and activities."

The 1977 session is the first for which state agencies had to register their representatives. "We don't even have a budget for lobbying," Howard says.



VINITA HOWARD

The information officer says she has a sort of love-hate relationship with the Legislature, which takes up more than 90 per cent of her time during the session. She spends evenings and weekends preparing testimony and tries to catch up on Saturdays on work she would normally be doing during the week.

A frustrating challenge

"I'm almost schizophrenic about it," says Howard, a story teller of the first order. "To a certain degree, the Legislature is challenging and exciting, and then there are times when it is deadly dull and I sit through hours of hearings on issues I'm not interested in."

She's waited patiently through testimony on falconry, muzzle-loading rifles and interplanetary citizenship to find that when the time came for questions on MVD activities no one had anything to ask.

"It's frustrating and then I feel like running away," she says in her office which is decorated with beach photographs. "But then there's that challenge and I would miss it if I weren't there."

Safety legislation slow

The challenge comes from the importance of some pieces of legislation to both the division and the public. Howard and the rest of the MVD legislative team tracked some 220 pieces of legislation during the recent session.

"I get terribly involved with some bills and it is hard to shut it out," the fast-talking information officer says. The motorcycle helmet controversy has been of particular concern to Howard this session, and she says, "Legislation in the highway safety field is slow anyway, and when we lose something that really works, it will be quite a while before we can regain it."

Her work in public information is helped by her exposure to the lawmakers, Howard says, because



Relaxing moments are few and far between for the Motor Vehicles Division's legislative liaison.

legislators from throughout the state "ask questions and have attitudes about an agency that reflect their constituents' attitudes. People in public information work need to have that type of feedback."

Howard sees her work in terms of communicating with everyone in Oregon who is over the age of 16. "A lot of people don't think motor vehicles information is very interesting," she says, "so it is important to be able to communicate and explain the laws that affect so many people and to make it interesting."

She tries not to be "preachy" or to fall into what she calls "the rut of bureaucrat-ese" and often consults her personal reference library of "how to write" and "how to communicate" books. When she's translating laws into everyday language, Howard tests her writing on people who are completely unfamiliar with MVD activities.

Code changes "fun"

The Oregon Driver's Manual was rewritten and redesigned with the implementation of the new vehicle code in 1976 and is written at about eighth grade level, Howard says. The importance of that document can't be over emphasized because

"the manual is the only safe driving material many people ever read."

The new vehicle code is one of her favorite projects and she says the subsequent campaign to educate the public about the changes in the code was both fun and gratifying. Now she is encouraging revisions in equipment and financial responsibility sections of the law.

Dull work important

A University of Oregon graduate and a former newspaper reporter ("I was the only woman reporter and kind of an experiment," she says), Howard claims she doesn't like being just a supervisor. She keeps her hand in by writing and designing some of the many pamphlets and brochures the MVD issues.

She also personally compiles and indexes the Motor Vehicle Law Book and says the "rather dull experience is helpful because then I know where things are."

Howard must cope with quibblers who dispute the way she has communicated one idea or another and she is philosophical. "Everybody is an expert. Anyone who drives or has a car has the perfect solution."

"I look at a law, try to figure out how to say it and make a conscious effort to keep it simple."

Retirees Let Us Know What's Happening

George L. Gould, 1625 Henderson F-4, Eugene 97403—Retired 1974.

Traveling in his 17-foot, fifth-wheeler, George has been through California, Arizona and into Mexico and "back through Nevada, where I always leave my entry fee and always hope to get it back."

Claiming he "really enjoys retirement," the former maintenance foreman has also been to South Dakota to see Mt. Rushmore and returned through Yellowstone Park. "We plan to go to Canada next."

Hugh G. Erwin, 201 N Main St., Union 97883—Retired 1972.

Hugh and his wife Fern are avid travelers, visiting the western states since his retirement.

Their children and grandchildren live within 100 miles of Union, so they see them often, and the couple is involved in working with their church. They also find time to garden and Hugh hunts and fishes

"every chance" he gets.

Herman C. Bloch, 1019 South Water, Silverton 97381—Retired 1968.

Herman worked as a gardener in Silverton after his retirement, but stopped when his sight became poor.

When his wife retired in 1972, they traveled through the Canadian Rockies to North Dakota, where they had farmed before moving to Oregon. They've spent winters in Arizona, California and Alabama.

"I take care of my lawn, visit the neighbors, walk uptown for exercise and enjoy three meals a day."

Andrew C. Upham, 2915 NE 55th Ave., Portland 97213—Retired 1974.

Twice-a-week hikes take up this busy retiree's time these days.

Andrew has covered a number of trails in the Columbia Gorge and in Forest Park in West Portland.

He has visited national parks in Utah, Arizona, New Mexico and

Montana, and has been to "beautiful Hawaii."

Andrew writes: "When I first retired I wondered what I would do, but now I almost wish I had more time." He also does volunteer work and has renovated a rental he owns.

Fred C. Luke, 82274 River Drive, Creswell 97426—Retired 1972.

Adventure in the form of an Alaskan moose-hunting trip has highlighted retirement for Fred.

Since moving to Creswell, he and his wife Dorothy have spent winters in California and have taken a number of fishing and hunting expeditions, especially to Eastern Oregon.

Beatrice (Sandy) Kraft, 968 SW Birch, Dallas 97338—Retired 1972.

Travel, travel, travel! Sandy has done a lot of it since retiring.

Trips to Toronto, Denver and Northern Idaho were for visiting the

children, and a European excursion included stops in Switzerland, Italy, Austria, Germany, Holland and England. Another European trip featured Spain, Morocco and Portugal and was so much fun Sandy is doing that one again.

"Except for a bit of arthritis and lots of wrinkles, my health has been good, for which I'm daily thankful."

Gilbert L. Stein, 1115 Capitol NE, Salem 97301—Retired 1975.

"After over 39 years with the Highway Department, I welcomed the chance to take advantage of retirement," Gilbert writes.

"I don't have any specific hobbies, as I just putter around and it takes me all day just doing that. My wife Rose and I have done some traveling, and with the children close, we get to see the grandchildren often."

"Is retirement a dirty word? Not as far as I am concerned."